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THURSDAY, OCTOBER 3, 1907.

四拜禮

號三月十英曆

31 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP Yen 24,000,000
RESERVE FUNDS " 15,000,000

Branches and Agencies.

TOKIO. CHEFOO.
KOBE. TIENTSIN.
OSAKA. PEKIN.
NAGASAKI. NEWCHWANG.
LONDON. DALNY.
LYONS. PORT ARTHUR.
NEW YORK. ANTUNG.
SAN FRANCISCO. LIOANG.
HONOLULU. MUKDEN.
HOMBAI. TIE-LING.
SHANGHAI. CHANG-CHUN.
HANKOW.

Head Office—YOKOHAMA.

HONGKONG.—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.

On fixed deposit:—

For 12 months 5% p.a.

" 6 " 4% " "

" 3 " 3% " "

TAKAO TAKAMICHI,
Manager.

Hongkong, 26th September, 1907. [17]

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES
IN CHINA, THE PHILIPPINE ISLANDS AND
THE REPUBLIC OF PANAMA.

CAPITAL PAID UP GOLD \$3,250,000.
ABOUT MEX \$5,000,000
RESERVE FUND GOLD \$3,250,000
ABOUT MEX \$5,000,000

HEAD OFFICE:

60 WALL STREET, NEW YORK.

LONDON OFFICE:

THREADENEE HOUSE, E.C.

LONDON BANKERS:

BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF

ENGLAND, LIMITED.

THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE

WORLD.

THE Corporation transacts every Description

of Banking and Exchange Business.

receives Money in Current Account at the

rate of 2% per annum on daily balances and ac-

cepts Fixed Deposits at the following rates:—

For 12 months 4% per annum.

" 6 " " " " "

" 3 " " " " "

No. 9, Queen's Road Central,

Hongkong.

W. M. ANDERSON,
Manager.

Hongkong, 24th July, 1907. [18]

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Tael 7,500,000.

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin, Calcutta, Hamburg, Hankow,

Kobe, Peking, Singapore, Tientsin,

Tientsin, Tsingtau, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND

BANKERS:

Koenigliche Seehandlung (Preussische

Staatsbank).

Direction der Disconto-Gesellschaft

Deutsche Bank

S. Bleichroeder

Berliner Handels-Gesellschaft

Bank fuer Handel und Industrie

Robert Warshawsky & Co.

Mendelssohn & Co.

M. A. von Rothschild & Soehne) Frankfurt

Jacob S. H. Stern

Norddeutsche Bank in Hamburg, Hamburg.

Sal. Oppenheim jr. & Co., Koeln.

Bayerische Hypothek und Wechselbank,

Muenchen.

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS.

THE UNION OF LONDON AND SMITH'S BANK,

LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY.

DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account

DEPOSITS received on terms which may be

learned on application. Every description of

Banking and Exchange business transacted.

F. JUNG,
Manager.

Hongkong, 11th January, 1907. [24]

NEDERLANDSCHE HANDELS-MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL Fl. 45,000,000 (£3,750,000).

RESERVE FUND Fl. 5,000,000 (£417,000).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES—Singapore, Penang, Shanghai,

Rangoon, Samarang, Sourabaya, Cheribon,

Tagal, Pecalongan, Paseroean, Tjilatjap,

Padang, Medan (Deli), Palembang, Kota-

Radja (Achcen), Bandjermaasin.

Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:

THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

THE Bank buys and sells and receives for

collection Bills of Exchange, issues

Letters of credit on its Branches and cor-

respondents in the East, on the Continent, in

Great Britain, America, and Australia, and

transacts banking business of every description.

INTEREST ALLOWED.

On Current Accounts 2% per annum on daily

balances.

Fixed Deposits 12 months 4% per annum.

Do. 6 do. 4% " "

Do. 3 do. 3% " "

J. L. VAN HOUTEN,
Agent.

Hongkong, 8th June, 1907. [30]

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUNDS " 11,750,000

Branches and Agencies.

TOKIO. CHEFOO.
KOBE. TIENTSIN.
OSAKA. PEKIN.
NAGASAKI. NEWCHWANG.
LONDON. DALNY.
LYONS. PORT ARTHUR.
NEW YORK. ANTUNG.
SAN FRANCISCO. LIOANG.
HONOLULU. MUKDEN.
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Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

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Do. 6 do. 4% " "

Do. 3 do. 3% " "

J. L. VAN HOUTEN,
Agent.

Hongkong, 8th June, 1907. [30]

Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR STEAMERS TO MAIL ON WEEKLY

SHANGHAI.....[DELHI].....About 4th Oct. } Freight and

LONDON, &c., via usual Ports [DELTA].....5th Oct. } Passage.

of Call [Capt. J. D. Andrews, R.N.R.].....Noon. } See Special

LONDON and ANTWERP [NAMUR].....About 9th Oct. } Freight and

VIA SINGAPORE, PENANG, COLOMBO, PORT SAID } Passage.

and MARSEILLES [Capt. H. W. Kourick, R.N.R.].....Oct. }

SHANGHAI, MOJI, KOBE & [CANDIA].....About 12th Oct. } Freight only.

YOKOHAMA [Capt. O. Jones, R.N.R.].....Oct. }

SHANGHAI, MOJI, KOBE & [NORE].....About 13th Oct. } Freight and

YOKOHAMA [Capt. G. Phillips].....Oct. } Passage.

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 2nd October, 1907. [2]

Intimations.

LANE, CRAWFORD & CO.

JUST RECEIVED.

NEW STOCK OF

"WALK OVER" BOOTS

BLACK AND BROWN,
\$10.50 per pair.

SATISFACTION GUARANTEED WITH EVERY PAIR.

LANE, CRAWFORD & CO. [38]

GUINNESS'S EXTRA QUALITY STOUT.

"HORSEHEAD" BRAND.

\$20.00 per Cask of 4 Doz. Quarts.

\$24.00 " " 8 " Pints.

\$27.00 " " 12 " Splits.

LESS 10% OWING TO HIGH RATE OF EXCHANGE.

CALDBECK MACGREGOR & CO.,
WINE AND SPIRIT MERCHANTS,
15, Queen's Road Central.

Hongkong, 13th September, 1907. [38]

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LIMITED.

EXCURSION TO MACAO.

FEAST OF THE ROSARY.

On SUNDAY, the 6th October.

THE Company's Steamship

"HEUNGSHAN"

will depart from DOUGLAS WHARF at 9 A.M.

Returning from Macao at 8 P.M., to the Company's Wharf.

Meals and Refreshments supplied on board.

Saloon, Return Fare.....\$4.00

" " " " on the following day.....5.00

Single.....3.00

Popular Excursion Rates as usual.

Children under 12 years Half-Price.

NO CHITS will be accepted and servants' passage must be paid for.

The S.S. "SUI-AN" will leave for Macao on SATURDAY, the 5th instant, at 6.30 P.M.

from Douglas Wharf. Returning from Macao on SUNDAY, at 2 P.M. Rates as usual; tickets

available for return by other steamers.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and

from Hongkong at 1 P.M. from the Company's Wharf. This steamer connects with the

returning steamer from Macao.

W. E. CLARKE,
Secretary.

Hongkong, 2nd October, 1907. [39]

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,363 tons, Captain S. Bell Smith.
 "POWAN," 2,338 " " " H. I. Black.
 "FATSHAN," 2,260 " " " C. V. Lloyd.
 "KINSHAN," 1,995 " " " B. Branch.
 "HEUNGSHAN," 1,998 " " " R. D. Thomas.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), to P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted). The S.S. "POWAN" will leave Hongkong every Monday, Wednesday and Friday, at 9 P.M. from Queen Street Wharf West, returning from Canton every Tuesday, Thursday and Saturday, at 5.30 P.M.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "SUI-AN," 1,651 tons, Captain W. A. Valentine.
 "SUI-TAI," 1,651 " " " G. F. Morrison.

Departures from Hongkong to Macao on week days at 8 A.M. from DOUGLAS WHARF and at 2 P.M. from the COMPANY'S WHARF.

On Sundays Special Cheap Excursions leaving Hongkong at 9 A.M. from DOUGLAS WHARF and from Macao at 5 P.M.

The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's wharf.

Departures from Macao to Hongkong on week days at 7.30 A.M. and 2 P.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,100 tons, Captain W. Reynolds. (At Dock).

Departures from Macao to Canton on Monday, Wednesday, and Friday, at 9 A.M.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 1,588 tons, Captain J. Willox.

"NANNING," 1,569 " " " Mackinnon.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

Hotel Mansions, (First Floor), opposite the Hongkong Hotel,

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 12th September, 1907.

WEST RIVER BRITISH STEAMSHIP COMPANIES.

HONGKONG-WUCHOW LINE.

THE Steamers

"LINTAN" and "SAN-UI"

SAIL FROM HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 6 DAYS.

These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity.

A TRIP ON THE WEST RIVER IS PARTICULARLY REFRESHING AND EXHILARATING DURING THE HOT WEATHER.

For further information apply to—

BUTTERFIELD & SWIRE,

AGENTS, WEST RIVER BRITISH S.S. COMPANIES.

Hongkong, 9th August, 1907.

REGULAR HONGKONG-CANTON LINE OF STEAMERS

OF THE

COMPAGNIE FRANCAISE DES INDES ET DE L'EXTREME ORIENT.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.

S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.

Departure from Hongkong at 9.30 P.M. (Sundays excepted).

Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

The Company's Wharf is at the end of Wing Lok Street (Tram Station).

Canton Agents—Messrs. E. Pasquet & Co.

For further particulars, please apply to—

BARRETTO & CO.,

Agents.

Hongkong, 5th April, 1907.

IMPERIAL BREWING COMPANY, LIMITED.

PURE CREAM BEER.

For samples and prices please apply to

WINE GROWERS SUPPLY CO.

BARRETTO & CO.,

General Agents.

Hongkong, 26th September, 1907.

Hotel.

KOWLOON HOTEL, HONGKONG.

NEEDS NO ADVERTISING.

World-Wide Reputation.
 The only First-class Hotel in Kowloon.
 Most Charming and Popular Resort in the Colony.
 Electric Lights, Fans and Call Bells.
 Bath Rooms attached to Each Room.

Telephone Address:

"CHEF" HONGKONG,

Telephone No. K4.

Unrivalled for Comfort and Cuisine.
 Thoroughly Up to Date with Every Modern Luxury.
 Billiards and Bowling Alleys.
 Moderate Terms and No Extras.
 Modern Management.

O. E. OWEN,

Proprietor.

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 98 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft. bottom 45.5 ft. Water on blocks, 28.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 378, 106, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Idebors, Scotts,

A. I. and Watkins.

Yokohama, May 23rd, 1905.

Mails.

NORDDEUTSCHER LLOYD,

BREMEN.

IMPERIAL GERMAN MAIL LINES

FOR STEAMERS TO SAIL

SHANGHAI, NAGASAKI, KOBE, "ROON"..... About THURSDAY, 8th Oct., 1907.

NAPLES, GENOA, ALGIERS, "GOEBEN"..... WEDNESDAY, 9th Oct., 1907.

GIBRALTAR, SOUTHAMPTON, ANTWERP AND HAMBURG..... Capt. Wilhelm

MANILA, NEW GUINEA, BRISBANE, SYDNEY AND MELB. "MANILA"..... THURSDAY, 10th Oct., 1907.

BOURNE..... Capt. Minssen

YOKOHAMA AND KOBE..... "PRINZ WALDEMAR"..... About THURSDAY, 10th Oct., 1907.

KUDAT and SANDAKAN..... "BORNEO"..... Beginning of October, 1907.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 26th September, 1907.

JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer.	From.	Expected on or about	Will leave for	On or about
TJIBODAS	JAVA	Second half Oct.	JAPAN	Second half Oct.
TJIMAH	JAPAN	Second half Oct.	JAVA PORTS	Second half Oct.
TJIKINI	JAPAN	Second half Oct.	JAVA PORTS	Second half Oct.
TJIPANAS	JAVA	First half Nov.	JAVA PORTS	First half Nov.
TJILIWONG	JAVA	First half Nov.	JAPAN	First half Nov.
TJILATJAP	JAPAN	Second half Nov.	JAVA PORTS	Second half Nov.

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports through Bills of Lading.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375,

YORK BUILDINGS, 1st floor,

Hongkong, 26th October, 1907.

Dentistry.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'ARQUILL STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 26th June, 1904.

Dr. M. H. CHAUN,

THE LATEST METHOD

of the

AMERICAN SYSTEM OF DENTISTRY

33, QUEEN'S ROAD CENTRAL,

From the University of Pennsylvania, U.S.A.

Hongkong, 26th April, 1905.

LIFE INSURANCE IN JAPAN.

UNPRECEDENTED PROSPERITY.

The business of the Japanese life insurance companies during the first six months of this year showed "unprecedented" prosperity. Of the 26 existing companies those which secured new contracts amounting to more than one million yen during the half year under review are as follows:—

	First-half 1907.	First-half 1906.
Meiji Life...	Y6,459,000	Y3,993,000
Teikoku Life...	5,235,000	2,842,000
Nippon Life...	4,438,000	3,744,000
Kyosai Life...	3,980,000	2,568,000
Aikoku Life...	3,506,000	1,886,000
Meiji Life...	2,481,000	1,564,000
Natoku Life...	1,753,000	1,189,000
Yurin Life...	1,422,000	1,325,000
Daido Life...	6,056,000	3,441,000
Chiyoda Life...	2,415,000	2,113,000
Nishu Life...	1,764,000	1,601,000
Nagoya Life...	2,543,000	1,554,000
Chobei Life...	2,773,000	1,349,000
Shiohshu Life...	1,477,000	1,663,000

As shown by the above figures, the result of the business of all the companies shows, with a single exception, a remarkable increase as compared with the corresponding period of 1906. The following table gives the number and amount of contracts in force at the end of June last:—

	No of Contracts	Amount.
Nippon Life	129,414	Y49,408,000
Teikoku Life	102,942	44,233,400
Meiji Life	86,502	41,930,000
Kyosai Life	55,345	23,801,000
Daido Life	62,157	24,591,000
Jinju Life	61,669	18,810,000
Aikoku Life	66,388	17,045,000
Shiohshu Life	6,860	15,234,000
Chiyoda Life	11,662	13,459,000
Yurin Life	52,203	12,852,000
Nishu Life	41,821	11,482,000
Chobei Life	77,454	9,747,000
Nagoya Life	34,565	9,298,000
Dai-ichi Life	4,070	6,431,000

—Japan Chronicle.

CHINESE REFORMS.

China never is but always to be blessed with reforms. The latest programme is varied and comprehensive. It includes such items as the disbandment of the Manchu Banner troops, the grant of permission to the daughters of upper-class Chinamen to marry into the Imperial family, and the prohibition of the foot-binding, which makes a conspicuous distinction between Chinese and Manchu women. This does not look like a programme that would satisfy the aspirations of Western Radicalism, but the East has learned what the West refuses to believe—that time is endless, and that the need for haste does not exist. Yet the Chinese Government professes to be sanguine, for it thinks that "in a decade all racial distinctions will be wiped out." We will venture to predict that it will take a good deal longer than that even to convince the ladies that feet were much prettier if allowed to expand as nature wills. But the prospect of a future "Chinese-Manchu" Emperor being evolved from these reforms suggests that the Chinese think in centuries, and merely talk in decades. They are a wonderful people.—Pall Mall Gazette.

A NEW EDITOR.

Following upon the resignation of Mr. Johnstone, through indisposition, Mr. F. W. Hirst has been appointed the editor of the "Economist." Until a few months ago Mr. Hirst had been, from the inception of the paper, the City Editor of the "Tribune." A gentleman with a distinguished Oxford career—a first in "Mods," a first in "Greats," and the Presidency of the Union were among his early achievements—a barrister, a writer on economic subjects, and not unknown politically in the Liberal camp, Mr. Hirst's all-round knowledge and ability will ensure the political ideals of the well-known journal being thoroughly well maintained. Under the general editorship of Mr. John Morley, he wrote the biography of "Adam Smith" in the well-known Macmillan series. "Monopolies, Trusts, and Cartels" also claims his authorship. Since he became well known in City circles he has made friends in that direction, and Mr. Hirst, the proprietors of the "Economist" are to be congratulated on a happy arrangement, and as Mr. Hirst is still only in his early thirties, there is before him a long and useful career.

SELF CURE NO FICTION! MARVEL UPON MARVEL! NO SUFFERER NEED NOW DESPAIR.

Notwithstanding a doctor's bill or falling into the dregs of quackery, may safely, speedily and surely cure himself without the knowledge of a quack. By the introduction of "THERAPION" NO. 1—A Borevian.

"THERAPION" NO. 2—A Borevian. Remedy for primary and secondary ailments, eruptions, pains and swellings of the joints, and all those complaints which surgery and cauterization are popularly but erroneously supposed to cure. This preparation purifies the whole system through the blood and thoroughly eliminates all noxious matter from the body.

"THERAPION" NO. 3—A Borevian. Remedy for diphtheria, erysipelas, impetigo, vitiligo, skin diseases, and incapacity for business or pleasure, loss of appetite, indigestion, pains in the back and head, and all disorders resulting from colds, spasms, and over-exertion, which the faculty of self-healing is unable to overcome.

"THERAPION" NO. 4—A Borevian. Remedy for all ailments, nervousness, impaired vitality, sleeplessness, dizziness and incapacity for business or pleasure, loss of appetite, indigestion, pains in the back and head, and all disorders resulting from colds, spasms, and over-exertion, which the faculty of self-healing is unable to overcome.

"THERAPION" NO. 5—A Borevian. Remedy for all ailments, nervousness, impaired vitality, sleeplessness, dizziness and incapacity for business or pleasure, loss of appetite, indigestion, pains in the back and head, and all disorders resulting from colds, spasms, and over-exertion, which the faculty of self-healing is unable to overcome.

"THERAPION" NO. 6—A Borevian. Remedy for all ailments, nervousness, impaired vitality, sleeplessness, dizziness and incapacity for business or pleasure, loss of appetite, indigestion, pains in the back and head, and all disorders resulting from colds, spasms, and over-exertion, which the faculty of self-healing is unable to overcome.

"THERAPION" NO. 7—A Borevian. Remedy for all ailments, nervousness, impaired vitality, sleeplessness, dizziness and incapacity for business or pleasure, loss of appetite, indigestion, pains in the back and head, and all disorders resulting from colds, spasms, and over-exertion, which the faculty of self-healing is unable to overcome.

Hotel.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA-ROOMS.

PRIVATE BAR and BILLIARD-ROOMS.

HOT and COLD WATER throughout.

ELECTRICALLY LIGHTED. ELECTRIC FANS

(if required).

ELECTRIC PASSENGER ELEVATOR to each floor.

TABLE D'HOTE at separate tables.

For Terms, &c., apply to the—

MANAGER

Hongkong, 4th December, 1907.

Auction.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

on SATURDAY,

the 5th October, 1907, at 2.30 P.M., at their

Sales Rooms, No. 8, Des Vaux Road,

corner of Ice House Street,

A LARGE ASSORTMENT OF JAPANESE CURIOS.

Comprising:—

CARVED BRASS BOWLS, VASES,

INCENSE BURNERS, JAPANESE TEMPLE TORIJE, OLD BRONZE VASES,

GONGS, IVORY CARVINGS, GOLD and SILVER CLOISONNE WARE, IMARI and MAKUDZU VASES, SILK-EMBROIDERED SCREENS, &c., &c., &c.

Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 28th September, 1907.

To Let.

TO LET.

ONE FOUR-ROOMED HOUSE at

PRAYA EAST, near East Point.

Apply to—

JARDINE, MATHESON & Co., Ltd.

Hongkong, 22nd June, 1907.

TO LET.

A HOUSE in KNUTSFORD TERRACE,

KOWLOON.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st October, 1907.

TO LET.

LARGE and SPACIOUS GODOWNS

Nos. 9, 9A, 9B, 9C, and 10, PRAYA EAST, formerly in the occupation of the Admiralty.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st October, 1907.

TO LET.

HATHERLEIGH, Conduit Road,

No. 1, RIPON TERRACE, Bonham Road.

OFFICES in KING'S BUILDING and YORK BUILDING.

GODOWNS on PRAYA EAST.

A HOUSE in CLIFTON GARDENS, Causeway Road.

FLATS in MORETON TERRACE.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st October, 1907.

TO LET.

FROM 1st November, the Furnished Flat

Top Floor of Messrs. Douglas, Lapraik & Co.'s Office. FOUR ROOMS with Kitchen and Bathroom.

Apply to—

DOUGLAS LAPRAIK & Co.

Hongkong,

Wm. POWELL, LTD., ALEXANDRA BUILDINGS.

Children's Outfitting Dept.

DAINTY STYLES IN CHILDREN'S MILLINERY.

BOYS' COATS and TUNICS.

INFANTS' CLOAKS and PELISSES.

Wm. POWELL, LTD., HONGKONG.

Hongkong, 1st September, 1907.

Public Companies.

THE DAIRY FARM CO., LD.

NOTICE TO SHAREHOLDERS.

THE ELEVENTH ORDINARY YEARLY MEETING OF SHAREHOLDERS in the above Company will be held at the Company's town Office, 2, Lower Albert Road, Hongkong, on MONDAY, the 14th October, at 12.30 P.M., for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st July, 1907.

The TRANSFER BOOKS of the Company will be CLOSED from 29th September to the 14th October, 1907, both days inclusive.

By Order,

M. MANUK, Acting Secretary.

Hongkong, 16th September, 1907. [67]

SCOTTISH MASONIC QUADRILLE ASSOCIATION.

THE above DANCES will commence on November 4th, 1907. All Masters are invited to subscribe and all intending Subscribers should communicate with the undersigned as early as possible with reference to the invitations, &c.

(Signed) J. J. BLAKE, Secretary.

Hongkong, 1st October, 1907. [88]

Intimations.

A. CHAZALON & CO.,

6, Queen's Road Central,

WINE, SPIRIT AND COAL MERCHANTS AND GENERAL STOREKEEPERS.

Just Unpacked.

BARCLAY PERKIN'S STOUT

in pints and Baby bottles.

FRENCH SYRUPS

GRENADE, GROSEILLE, &c.

VICHY, PERRIER, ROCHEMAURE

AND

Other FRENCH MINERAL WATERS.

ALSO

Large Assortment of CANNED GOODS

suitable for Pic-nic.

Hongkong, 15th May, 1907. [10]

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.00 per Cask

ex Factory.

In Bags of 150 lbs. net \$3.00 per Bag

ex Factory.

SHEWAN, TOMES & Co.,

General Managers

Hongkong, 3rd October, 1907. [12]

SWATOW DRAWN WORK

COMPANY,

38, WELLINGTON STREET.

Dealers in all kind of

HAND-MADE DRAWN CHINESE

LINEN, GRASS CLOTH, &c.,

all of the best quality;

ALSO

SWATOW BEST PEWTER-WARE.

CANTON EMBROIDERY and CHINESE

LACES,

all from the best French patterns.

HONGKONG AND SWATOW.

Hongkong, 13th September, 1907. [828]

THE HONGKONG

STUDIO

HIGHER CLASS PHOTOGRAPHER,

41 & 43, QUEEN'S ROAD CENTRAL,

TOP FLOOR.

PORTRAITS, GROUPS and ENLAR-

GING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS

ON HAND.

PRICE VERY MODERATE

Hongkong, 15th September, 1907. [103]

PABST BREWING COMPANY,

MILWAUKEE.

FRESH SUPPLIES

ALWAYS KEPT IN STOCK.

BY

SIEMSEN & Co.,

Agents for

HONGKONG & SOUTH CHINA.

Hongkong, 29th July, 1907. [54]

AN APPEAL.

THE SUPERIORITY OF THE ITALIAN

CONVENT, CAINE ROAD, begs most

respectfully to APPEAL to the Residents of

Hongkong and the Coast Ports for their kind

patronage and support, and desires to state

that she will be pleased to receive orders for

all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs

and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's

Dresses, and all kinds of Embroidery,

Materials can be supplied, if required.

The Superintendents will also be most grateful

for any PAPER, or old ENVELOPES to be made

into Books for the Children of the Poor Schools,

who are taught by the Sisters.

Hongkong, 2nd April, 1907.

Consignees.

S.S. "YARRA"

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex S.S. "Medea" and "Charonia" in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 7th October, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 7th October, or they will not be recognized.

All damaged packages will be examined on MONDAY, the 7th October, at 3 P.M. No Fire Insurance has been effected.

G. DE CHAMPEAUX,

Agent.

Hongkong, 30th September, 1907. [10]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"POONA,"

FROM ANTWERP, LONDON, MALTA,

PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 6th prox., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 30th September, 1907. [12]

HAMBURG-AMERIKA-LINIE.

THE H. A. L. Steamship

"HOHENSTAUFEN"

Captain Jäger, having arrived. Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 8th inst., will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 7th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA-LINIE,

Hongkong Office.

Hongkong, 1st October, 1907. [880]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENALDER,"

FROM MIDDLESBRO, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 14th inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 7th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co.,

Agents.

Hongkong, 1st October, 1907. [88]

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

FROM SOUTH AMERICAN PORTS AND JAPAN PORTS.

THE Steamship

"KASATO MARU,"

having arrived from above ports. Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Goods remaining on board after 4 P.M. on FRIDAY, the 4th instant, will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

K. MATSUDA,

Manager.

Hongkong, 2nd October, 1907. [15]

THE SHRINKAGE OF THE WORLD.

THE world may shrink, at first sight, to a small point, but, except in the strict cosmic sense there is, we take it, no such thing, but we adopt the title for our article as a somewhat picturesque description of the way in which, year by year, month by month, and almost day by day, we are being brought within hail of the distant parts of the earth. In our last issue there appeared two brief rhapsodies which, in a sense, a close connection with each other: the one relating a record delivery of the Japanese mails at Ottawa in 14 days, the other intimating that the P. and O. Company had just begun the construction of four steamers, aggregating 45,000 tons, the cost of which will largely exceed one million sterling.

Analysing the facts in the first paragraph, and allowing roughly for a distance of 3,000 miles between Vancouver and Ottawa, we gather that the *Empress of India* on the recent voyage between Hongkong and Vancouver covered the distance of 4,500 miles in a little under 100 days, an average of 184 miles an hour. For ocean steaming across the Pacific, this seems to constitute a record, and it brings Hongkong within twenty days of England.

The present writer's first voyage to Hongkong took just 40 days many years ago, and the annihilation of distance by the Pacific route is sufficiently startling. Roughly speaking, the speed of ocean mail steamers may be said to have increased fully 50 per cent. in 40 years, and it is difficult to imagine what results may yet be achieved in the matter of ocean speed during the next 40 or even 20 years.

As the present aim of marine engineers, it is as well known, to eliminate the boiler altogether, and when this is accomplished, there will not only be a largely increased space for cargo, but possibly such augmentation of speed as to be much in advance of anything now deemed possible. The public is, of course, aware of the great improvement in the Eastern mail service since the introduction of the P. and O. "flyers" between Port Said and Brindisi, and it is interesting to see that that company contemplates the revival of an old name in its service by the building of a new *Salsette* for the Mediterranean mail work. The increase in speed of mail boats is naturally visible in many other parts of the world—notably in the American lines—and the general tendency of acceleration of communications is a boon not only to travellers but to the commerce of the world. We want to be near to our friends, however remote on the earth's surface they may be, and the lessening of distance, for that is what increased speed amounts to, is all in favour of a better understanding between east and west, north and south. It is pleasant to think that the P. and O. Company—an institution very dear in the best sense to all old Eastern travellers—is, as evidenced by its shipbuilding programme, determined to keep in the forefront of things; and one can only wish the best of luck to their newly-planned boats of 11,000 tons, register with a speed of 18 knots. But there are not wanting cavillers who would like to see improvements in this general arrangement of that company's passenger service. The tendency of London-hall-street is, it must be confessed, somewhat toward a certain conservatism in such matters. It is known, for instance, that some travellers from China have of late years hesitated to travel by the P. and O. boats on account of the conservatism obtaining on board them in the matter of meals, and that the German boats, with their wise provision for the comfort of travellers, have been reaping a rich harvest. It will be admitted that on board mail liners, regularity of meals must to some extent be respected, but in some fashion or other the German boats have managed to make these regulations sufficiently elastic to meet the views of various travellers with many distinct ideas as to the food they require, and as to the hours at which they choose to take it. The general report is that on board the German boats "you can get anything at any time," and though this idea must run counter to the beliefs of many worthy pursers and stewards, it does not seem so very much out of place on board a large and well found steamer where, after all, the officials are placed for the service of the travelling public.—*L. & C. Express.*

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—

On the 3rd at 12.10 p.m.—The barometer has risen considerably at the Bonin Islands and fallen slightly over the N. part of the Sea of Japan.

Pressure is highest over China to the North of the Upper Yangtze. It is low apparently over N. part of the Sea of Japan.

Fresh N.E. and E. winds may be expected in the Formosa Channel and the N. part of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

FORECAST.

1.—Hongkong and neighbourhood, E. to N.E. winds, moderate or fresh; fair.

2.—Formosa Channel, N.E. winds, fresh.

3.—South coast of China between Hongkong and Lintocks, same as No. 1.

4.—South coast of China between Hongkong and Hainan, same as No. 2.

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the *Hongkong Telegraph* and they are warned against paying more than *Ten Cents* (to the) per Single Copy.

THE MANAGER,

Hongkong Telegraph Co., Ltd.

Hongkong, 2nd October, 1907.

Intimations.

A FAIR EXCHANGE

Large sums of money are no doubt realised from simple speculation, but the *great* fortunes are derived from legitimate and honest business—where the goods furnished are worth the price they bring. Certain famous business men have accumulated their millions wholly in this way. Prompt and faithful in every contract or engagement they enjoy the confidence of the public and command a class of trade that is refused to unstable or tricky competitors. In the long run it does not pay to cheat or deceive others. Even a child or a dog soon learns to distinguish between real friends and foes in disguise. A humbug may be advertised with a noise like the blowing of a thousand trumpets, but it is soon detected and exposed. The manufacturers of

WAMPOL'S PREPARATION

have always acted on very different principles. Before offering it to the public they first made sure of its merits. Then, and then only, did its name appear in print. People were assured of what it would do, and found the statement truthful. To-day they believe in it as we all believe in the word of a tried and trusted friend.

It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. It aids digestion, drives impurities from the blood and cures Anemia, Scrofula, Debility, Influenza, Throat and Lung Troubles, and Wasting Complaints. Dr. Louis W. Bishop says: "I take pleasure in saying I have found it a most efficient preparation, embodying all of the medicinal properties of a pure cod liver oil in a most palatable form." It stands in the front rank in the march of medicine. It is a scientific remedy and a food, with a delicious taste and flavour. No slow or doubtful action. "It cannot disappoint you."

Sold by all chemists.

HONGKONG GYMKHANA CLUB.

THE FIFTH and LAST MEETING of the Season will be held at the Happy Valley, on SATURDAY, 5th October, 1907, commencing at 3 P.M.

The Charge of Admission will be \$1.00 for others than Members of the Hongkong Jockey Club or Gymkhana Club.

Soldiers and Sailors in uniform half price. The Committee invite the Ladies of Hongkong to be present.

Post Entries will be accepted for Events Nos. 3 and 5.

REGINALD F. C. MASTER,

Hob. Sec. and Treasurer.

Hongkong, 1st October, 1907. [879]

KUHN & KOMOR'S

ART CURIOS STORE

will be RE-OPENED on the 7th inst. at No. 13, QUEEN'S ROAD (under Consaught Hotel).

A CLEARANCE SALE at GREATLY REDUCED PRICES

will be held to the END of THIS MONTH. INSPECTION CORDIALLY INVITED.

Hongkong, 2nd October, 1907. [886]

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 9.30 a.m. ... Every 10 minutes.

9.30 a.m. to 11.00 a.m. ... Every 15 minutes.

11.30 a.m. to 12.45 p.m. ... Every 15 minutes.

12.45 p.m. to 1.15 p.m. ... Every 15 minutes.

1.15 p.m. to 1.45 p.m. ... Every 15 minutes.

1.45 p.m. to 2.15 p.m. ... Every 15 minutes.

2.15 p.m. to 3.00 p.m. ... Every 15 minutes.

3.30 p.m. to 5.00 p.m. ... Every 15 minutes.

5.00 p.m. to 8.00 p.m. ... Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m. ... Every 15 minutes.

11.15 p.m. every half hour.

SUNDAYS.

Intimation.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS

BY APPOINTMENT TO HIS EXCELLENCY THE
GOVERNOR AND HOUSEHOLD.WATSON'S
HOUSEHOLD
AMMONIAAn Elegant Preparation for the Toilet and
Bath, Refreshing and Invigorating.

LOTION

FOR

PRICKLY HEAT.

An Efficacious Remedy.
GIVES INSTANT RELIEF.PURE CARBOLIC
SOAPS.

Highly Recommended by the Medical Faculty.

STRONG MEDICAL.

Guaranteed to contain 20 per cent of
Pure Carbolic Acid.

MEDIUM.

Guaranteed to contain 10 per cent of
Pure Carbolic Acid.

TOILET SOAP.

Guaranteed to contain 5 per cent of
Pure Carbolic Acid.FRAGRANT TOOTH
WASH.Antiseptic and Detergent—Whitens the Teeth
and strengthens the Gums.A. S. WATSON & CO.,
LIMITED.CHEMISTS, DRUGGISTS AND
PERFUMERS.

THE HONGKONG DISPENSARY.

Hongkong, 7th September, 1907.

The Hongkong Telegraph

HONGKONG, THURSDAY, OCTOBER 3, 1907.

HONGKONG'S ALLEGED DUTY
TO CHINA.

From the unequivocal statements which appear in the Shanghai newspapers, it might readily be assumed by those unaware of the real state of affairs that a considerable section of the inhabitants of Hongkong is driving an extensive and lucrative trade in the smuggling of arms and ammunition into the province of Kwantung. Not only that, but it has been made to appear as if this illicit traffic was being carried on with the cognizance of the police authorities and under the eyes of the Commissioner of the Imperial Maritime Customs resident in the Colony. As everybody in Hongkong knows, such a conclusion would be most unjust, for not only would it be unfounded but it would be a direct travesty of the truth and an unwarranted slur on those who are specially appointed to prevent any contravention of the Arms Ordinance. It is perfectly true that there have been no cases before the magistrates of attempted smuggling of arms on the part of Chinese boatmen, for some considerable time, but that does not mean to say there has been any slackening in the vigilance of the officers detailed to perform this particular duty of enforcing the law against the illicit exportation of arms. If it proves anything at all, it proves that the watch maintained by the detectives is so strict and the examination of suspicious cargo so vigorous that conspirators find it practically impossible to circumvent the representatives of the law and are, therefore, obliged to seek other shores whence to ship their illegal consignments. It is not to be denied that an occasional rifle and a few rounds of ammunition are successfully piloted through to Canton from Hongkong, but the ingenuity required to escape unobtrusive attention, the risk of detection, and the heavy penalty which will certainly follow conviction should discourage even the confirmed contrabandist and lead him to reflect on the error of his ways. Moreover, the rewards which are granted for information as to the concealment of arms are sufficiently substantial to fire the cupidity of the professional informer and it is seldom that the police are without inside news when a coup is in contemplation. We could, if we would, tell of lovely vigils spent in what is officially described as the waters of the Colony by enthusiastic police officers, but the results have seldom been commensurate with the energy displayed. The

new regulations which, according to Peking advices, have been arranged between the Hongkong Government and the Imperial Chinese authorities for the purpose of checking the illicit trade in arms between the Colony and the mainland, are, in some respects, of a curious character, and whether practical effect can be given to them is a problem which remains to be solved. For example, we are told that "cargo shipped for Chinese ports must be accompanied with a special permit from the Commissioner of the Imperial Maritime Customs. British Consuls at the Treaty Ports will be instructed to pay special attention to doubtful cargo and investigate it thoroughly before permitting it to proceed to its destination." Does that mean that every bale of goods, every box of trinkets, every parcel large or small which leaves Hongkong for Canton, Amoy or Swatow must be registered in the first instance at the office of the Commissioner of Customs? If so, then we fancy the indoor staff in Hongkong have their work cut out for them, and the examination of the interminable bags of cargo which are shipped daily and nightly from this port to Canton and other Treaty Ports will be more honoured in the breach than in the observance. Then British consuls are to act as a species of superior Customs officer, and "investigate thoroughly" all doubtful cargo before it is allowed to proceed to its destination. We have the greatest faith in the average British consul and are prepared to believe that for conscientious attention to duty he stands alone, but when it comes to rummaging among barrels of salt fish or poking through the conglomeration of odds and ends which a Chinaman frequently dignifies with the name of cargo, then we "have our doubts." What right has the British Consul to interfere with the particular work of the Imperial Maritime Customs? He has not been appointed to his post at a Treaty Port for the special purpose of protecting Chinese interests, nor is it his calling to act as a spy and an informer, for that is what it amounts to. Then, again, how is he in dispute even-handed justice in his extra-territorial Court when he has to combine the functions of prosecutor and judge? We may depend upon it that the British consuls, regulations or no regulations, are not going to heap obloquy on themselves by undertaking duties which in no way pertain to their office. And when all is said and done the Government of Hongkong have as much power to compel a British consul to act in conformity with their wishes as they have to evict Viceroy Gheung from his yamen. We read further that: "All trade between Hongkong and Macao will be subjected to special supervision." That is a fine, elastic and indefinite sentence which may mean anything or nothing. Are the Macao boats to be detained in Hongkong at the whim of some officious flunkey puffed up with pride because he has been vested with a temporary semblance of power? The steamboat companies would never tolerate such a condition of things and their protest would have the support of the entire community. Indeed, to read these regulations which are supposed to be the outcome of negotiations between the Government of Hongkong and the Ministry of Commerce in Peking, one would be inclined to believe that the steamboat companies of Hongkong were making fabulous profits by conniving at the smuggling of arms and ammunition into Chinese territory. As a matter of fact, if the shareholders reap any reward at all from their investments it is only due to the rigid economy and the strict control over the boats exercised by the management of the various lines trading to Canton, Kowloon and other ports. As for Macao, an infatuated Government, directed from Lisbon, has been consistently driving away some of its principal industries with the natural consequence that cargoes are increasingly difficult to secure and even the passenger trade shows signs of dwindling away. Besides, if Macao merchants take upon themselves the responsibility of importing firearms from Hongkong, what right have we, a friendly neighbour, to ask the purpose for which they are intended? That is the business of the authorities in Macao and concerns us not in the very slightest degree. No doubt some of us would like to have a finger in the pie, and be in a position to advise the Government of the Portuguese settlement, what to do and how to set their house in order. Advice is cheap, and we firmly believe that there is hardly a Britisher breathing who does not feel himself qualified by the grace of God and the power of the British Constitution—whatever that may be—to set Macao on its feet and make that Colony the pride of the purple Orient. But Macao may be left to manage its own affairs. Another item which figures in the list of regulations, although it is more in the nature of a preamble than anything else, refers to the nefarious operations of Hongkong fishing boats. "This class of craft," we are told, "will be strictly prohibited from carrying any arms whatever in future." Well, we have heard that story before so that it does not come as a bolt from the blue exactly. The Hongkong fishing boats will go without arms so long as there are no pirates, but whenever there is an evident recrudescence of piratical raids in the vicinity of the Pearl River then they

will be permitted to carry weapons for their own protection. It is perfectly certain that if the authorities refuse to grant them that privilege they will take the law into their own hands, and nobody will blame them. The only tenable paragraph in the whole list of regulations runs as follows: "Substantial rewards will be given by the Colonial authorities for information leading to the seizure of contraband arms and ammunition." The law provides for these rewards at present, so that the regulation is not so very wonderful after all. What the fate of these advices from the wise men in Peking will be, it is not for us to suggest, but we shall not be astonished to learn that they had succumbed to inanition before they had the chance of leaving the capital of China. However, we have yet to hear what the Government of Hongkong is to say on the matter and to learn how they propose to reconcile all the absurdities which characterise these regulations.

LOCAL AND GENERAL.

THE French mail of the 2nd September was delivered in London on the 2nd inst.

MR. F. B. L. Bowley, Crown Solicitor, returned from home leave by the English mail steamer *Dalry* to-day.

SIR Matthew Nathan, the new Governor of Natal, arrived at Durban on 1st ult., and was accorded an enthusiastic welcome.

SIR Charles Brooke, Rajah of Sarawak, arrived at Marseilles by the s.s. *Tonkin* on 23rd ult. from Singapore, accompanied by his Secretary.

CAPTAIN J. A. S. Murray, Army Ordnance Department, Dublin, has been placed under order to proceed to Hongkong, embarking about 31st inst.

MR. Tse-Tsun Tai, former comprador of the *Szech China Morning Post*, Ltd., has, we are informed, joined the Canton-Chinshan Railway Syndicate.

THE trial of Adsett for the murder of Gertrude Dayson still attracts large crowds at the Magistrate's Court. This afternoon, a witness from Cheloo was examined.

ENTRIES for the forthcoming Hongkong Cricket League Shield Competition closed yesterday afternoon. The following clubs have entered:—Hongkong C.C., A. Kowloon, Craigower, H.K. Police, Civil Service, Army Staff, Royal Garrison Artillery, 3rd Middlesex Regt., and the Eastern Extension Telegraphs.

THE *Singapore Free Press* understands that the balance of the money paid to the Tanjong Pagar Company for the Docks will be distributed to shareholders some time next month; at present final accounts from London are awaited and on these coming to hand a second and final distribution will be paid away forthwith.

MR. H. Droese, Consul for Netherlands, kindly informs us that ships or vessels, arriving in Netherlands India from Hongkong, are no longer subject to quarantine, the port of Hongkong being declared to be no longer infected with plague. The prohibition of importation of some articles is also cancelled so that all goods can now be imported into Netherlands India.

THE troopship *Stella* will leave Southampton on Oct. 31 with drafts and details for Egypt, Ceylon, Singapore and Hongkong. She will call at Port Said on Nov. 13, Colombo on the 26th, Singapore on Dec. 3, and Hongkong on the 10th following. The *Stella* will leave the latter port on Dec. 21, will call at Singapore on 26th, at Colombo on the first day of the New Year, and she will reach Southampton waters on Jan. 27.

A BLUEJACKET'S EXPERIENCE.

MET A 'SCHOOL TEACHER' READY TO STAND HIM A DINNER.

Geo. Martin, an armourer on board H.M.S. *Alert*, was arranged before Mr. F. A. Hazeland, at the Police Court, to-day, in answer to a charge of doing \$120 worth of damage to property in a Chinese restaurant, at 128, Queen's Road Central, last night.

The story the proprietor of the restaurant and two of his waiters told was that defendant visited the eating house last evening and ordered a meal. No sooner had he taken a seat at the table than the Chinese saw trouble ahead; for when defendant was handed his first course—a plate of ham and eggs—he flung the eggs at the waiter's head and ate the ham. After having satisfied his appetite and quenched his thirst defendant proceeded to leave the premises. He was stopped, and asked to pay up. This the witnesses said, he refused to do and, picking up a chair, he swept the crockery off the table, breaking a number of tumblers, a butter dish and other minor articles.

Defendant denied the whole story and he was called to the witness stand. "Last evening," he said, "I met a Chinaman, who said he was a school-teacher, in Queen's Road, and asked him where I could get something to eat. He took me to this restaurant and ordered two meals. When I had finished mine he asked me to try something else, and I called for some eggs. When the eggs were brought to me the Chinaman excused himself, saying he was going into the kitchen and would be back in a few minutes. He never returned." Defendant then realized that he was the victim of a "hinge" trick, and as he was leaving the premises he was pulled back by the proprietor. A scuffle followed, during which the crockery was smashed.

His Worship—Where did you meet the Chinaman?

Defendant—Outside the restaurant.

His Worship—Discharged.

DEATH OF MR. LAU CHIN TING.

A WELL-KNOWN MEMBER OF THE CHINESE COMMUNITY.

Under most distressing circumstances and such as point, unfortunately, to a case of *folie de rage*, in a fit of temporary aberration of the mind, the Chinese community of Hongkong and the European mercantile circles of the Colony, learnt with extreme regret of the death of Mr. Lau Chin Ting at six o'clock this morning. It is no exaggeration of language to say that the news broke upon his many friends with the shock of painful suddenness; for the old gentleman was highly esteemed for the integrity of character, uniform urbanity and joviality—even at his advanced age—so rarely met with as the combined excellent qualities of a single individual.

Belonging to the old school of Chinese gentility, Mr. Lau Chin Ting was, nevertheless, endowed with a gift of mental receptivity which stood him in great stead in the battle of life in a great struggling centre of trade like Hongkong, for the gaining of the individual supremacy in which much depends upon the efforts of the person himself. In a marked degree the late Chinese gentleman showed himself the possessor of the resourcefulness which earned for him the distinction and popularity which it was his lot to enjoy amongst the leading society of his fellow-countrymen in Hongkong, Macao and Canton.

To the foreign community Mr. Lau was first known as a piece goods merchant in Hongkong. In that trade he was conspicuously successful during the eighties and when at the close of that decade the remarkable "boom" set in in Hongkong he seized it at its flood which led him to fortune. His business success continued progressively, and from his original connection with a firm of piece-goods merchants he enlarged his business as to be the controlling head of two firms in Bonham Strand dealing in Manchester goods, besides being the "master" of one of the very few houses of yarn dealers which survived the frightful crisis in the yarn trade of 1906-07.

The magnitude of his dealings in the latter branch of trade may be realized when it is mentioned that, as compradore of the reputed firm of Messrs. E. D. Sassoon & Co., he was instrumental in controlling, in a measure, a large proportion of the extensive imports of the products of the Bombay mills in Hongkong. Closely as his interests were identified with the Chinese trade of the port it was in his conception of bridging over the Canton River that we observe the masterful resourcefulness of the individual. To his personal energy, his enterprising spirit and above all his integrity has been due the flotation of the Canton Iron Bridge Co., the concession for which undertaking ex-Viceroy Shum of Canton was not slow in granting to the memorialists when the scheme, perfected as it was by a leading firm of British engineers in Hongkong, was nursed and fostered by the deceased gentleman. Mr. Lau was appointed president of the River Bridge Co. Tenders were advertised locally and in England for a cantilever bridge for the Company, and it is matter of extreme regret that in its embryonic stage the author of this scheme should have passed away in so tragic a manner.

The deceased was known to be suffering from chronic diabetes. He was attended by his family physician—a member of a prominent firm of British doctors in Hongkong. For the past two months he was urged to proceed to Japan for his health, as it was feared that the worries inseparable from the magnitude of his business undertakings, not least of all the Canton Bridge Scheme, were beginning to tell on his impaired constitution. But he chose to neglect the best counsel, with such a sad ending as occurred this morning. The deceased was found dead at his residence, No. 12, Caine Road. Friends arrived promptly as the shocking news reached them. The Police were communicated with, and subsequent investigations disclosed beyond a doubt that death was brought about by deceased's own act while in a state of temporary insanity induced by impaired physical condition.

Under the circumstances an autopsy was dispensed with, the corpse being allowed to remain in the family residence until the hour of burial to-morrow. The late Mr. Lau Chin Ting, who was sixty-one years of age at the time of his death, was a member of the Tung Wah Hospital Committee, in whose beneficent work he took a very lively and active interest. Apart from his official capacity his benevolence was unostentatious and extended to the relief of many needy friends and compatriots. He leaves a widow and a large family of children and grand-children to mourn his sad loss.

Besides owning property in Hongkong, the deceased had extensive interests in landed estate in the Portuguese Colony of Macao, holding a share at one time in the gambling farm in the neighbouring settlement. The funeral takes place, as stated, to-morrow at noon. Throughout to-day a large number of friends visited the family of the deceased to express their condolence with them in their bereavement. The Directors of the Tung Wah Hospital are manifesting their sense of personal loss in the death of a colleague by the presentation of honorary posthumous scrolls in accordance with orthodox Chinese rites.

ORDERS have been issued for the County cruiser *Kent* to be re-commissioned for another spell of service with the China Squadron. The *Kent* will proceed to Colombo, Ceylon, where she will be met by the cruiser *Amphitrite*, which will convey the relief crew to that port, and the paid-off crew of the *Kent* homewards. The commissioning will be carried out by Captain G. C. A. Mareaux, who was recently appointed to succeed Captain Spencer V. Y. De Horsey. The *Kent* carries a complement of 700 all told, including 30 officers. The expedition commission of the *Kent* has been a rather uneventful one, the most notable point about it having been the good gunnery and rifle shooting displayed by her crew this year.

LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held in the Council Chamber this afternoon. Present—His Excellency the Governor, Sir Frederick Lugard, K.C.M.G., Hon. F. H. May, C.M.G. (Colonial Secretary), Hon. Mr. W. Rees Davies (Attorney General), Hon. Mr. W. Chatham, C.M.G. (Director of Public Works), Hon. Com. Basil R. H. Taylor (Harbour Master), Hon. Mr. A. W. Brown (Registrar-General), Hon. Dr. Ho Kai, M.D., C.M.G. Hon. Mr. E. Osborne, Hon. Mr. Wei Yuk, Hon. Mr. E. A. Hewett, Hon. Mr. Henry Keswick, and Mr. A. G. M. Fletcher (Clerk of Council).

His Excellency Maj.-Gen. Broadwood, C.B. (the General Officer Commanding the Troops), Hon. Mr. A. M. Thomson (Colonial Treasurer), Hon. Mr. H. E. Pollock, K.C.

MINUTES.
The minutes of the last meeting were read and confirmed.

PAPER.
The Colonial Secretary laid on the table the following paper:—
Report of the Committee appointed to consider and make suggestions for dealing with the Cubicle Question.

FINANCIAL MINUTES.
The Colonial Secretary laid on the table Financial Minutes Nos. 46 and 47. It was agreed that they be referred to the Finance Committee.

EXTRA COLONIAL COMPANIES' REGISTERS.
The Attorney-General moved the first reading of a Bill entitled an Ordinance to amend the Law relating to Companies.

The Colonial Secretary seconded and the Bill was read a first time.

Whereas many companies registered under the Companies Ordinance, 1865, carry on business in places outside the Colony and dealings in their shares are frequent in such places, but there is no provision for keeping local registers of members, and it is expedient that such provisions as this Ordinance contains be made in that behalf. The Bill follows generally the lines of the Companies (Colonial Registers) Act 1883. The Governor-in-Council is empowered to relieve a company from the necessity of keeping its register at the registered office in Hongkong. In such case the register kept at the head office of the company is to be deemed the register kept under Ordinance of 1865.

THE APPROPRIATION BILL.
The Colonial Secretary moved the second reading of the Bill entitled an Ordinance to apply a sum not exceeding four million nine hundred and ninety-two thousand nine hundred and fifty-three dollars to the public service of the year 1908.

Mr. Hewett spoke at some length on the Appropriation Bill. He said, in part, that he had to congratulate his Excellency on the financial condition of the Colony, which he thought was satisfactory. Turning to the military contribution of the Colony, he stated that many other colonies, bigger and richer than Hongkong, had less to pay for military contribution and he thought that the sum this Colony had to pay was excessive. Regarding the Kowloon-Canton Railway, Mr. Hewett said it was of vital importance that this line should be opened at once. In the course of his remarks, Mr. Hewett dwelt on the opium question, the subsidiary coinage, the slow progress attending the erection of the new Post Office and the Law Courts; the Tyam Tuk waterworks, which he urged should be pushed ahead as soon as possible; and the typhoon shelter which was urgently needed. Nothing elaborate was wanted, he said, only a breakwater to stop the waves from breaking over. The Blake Pier shelter, he observed, was again in the Estimator and he trusted, for the last time, and he hoped it would be carried out early. Speaking of the closing of the Tientsin Post Office, which his Excellency did not include in his speech, but which he learnt through the local Press, Mr. Hewett said that a Post Office was headed at Tientsin for the convenience of the British merchants.

Mr. Osborne referred to the disastrous typhoons which visited this Colony in 1841 and 1874 and the damage done to the shipping of the Colony during the visitation. Nothing was done then to utilize the lessons taught by the typhoons. On September 18th, 1906, another disastrous blow struck Hongkong. What was done with the lesson taught us by the 1874 typhoon and subsequent typhoons to protect the lifeblood of the Colony—the shipping—he asked. What had been done to protect the frail craft and the number of lives on board? What had been done to protect the name of the port from being called a dangerous anchorage? Absolutely nothing; in fact, worse than nothing, he observed. In fact, Causeway Bay shelter was allowed to sink up and at low water a large proportion of it was dry land. It was decreed years ago to build a new shelter. A year had gone and the matter has not passed beyond the initial stage of plans and discussion. On the question of taxation, Mr. Osborne said he disagreed with the honourable member for the Chamber of Commerce. Excepting for the Chinese this Colony was the poorest home of very few; almost all were here in the hope, and with the intention, of acquiring sufficient wealth to enable them to quit it for their native land, at the earliest opportunity. The Chinese only differed from the rest in that their homes were so conveniently near that they were able to make use of the place till the day of their death. Hongkong was their place of business, the neighbouring mainland their home, and the nearer Railway development brought their home so much the more would they care to have interest in Hongkong except as a counting-house, workshop, or safe deposit. In conclusion, Mr. Osborne said: "In their [the hostling population's] name, Sir, and apart from the commercial aspect to

which I have alluded in the name of those who have already suffered in all these destructive storms, I appeal to your Excellency that there shall be no further delay in giving them the shelter which it is our clear and bounden duty to provide."

Mr. Chatham said that the foundation stone of the new Law Courts was laid in July, 1906. He expected it to be completed by 1910—1912 years from the commencement. At 11.15 the lowest contract that could be obtained to erect the building was \$50,000. A contract was later obtained for \$83,000, and the delay is justified by the sum saved. The new Post Office, he said, would be completed in 1911—1912 years from the commencement.

The Colonial Secretary then proceeded to address the Council at great length. The Bill was referred to the Finance Committee.

PUBLIC NOTARIES.

The Attorney-General moved the second reading of the Bill entitled an Ordinance to provide for the appointment of Public Notaries within the Colony.

The Colonial Secretary seconded. Bill read a second time.

PUBLICATION OF SEDITIOUS MATTER.

The Attorney-General moved that the Bill entitled an Ordinance to prevent the publication of seditious matter, be read a second time.

NEW TERRITORIES COMMUNITIES.

On the motion of the Attorney-General, seconded by the Colonial Secretary, the Bill entitled an Ordinance to amend the Local Communities Ordinance, 1899, was read a second and third time, and passed.

STOCKS.
The second reading of the Bill entitled an Ordinance to limit the imposition by public exposure in the stocks, was postponed until this day week.

ADJOURNMENT.
The Council then adjourned till Thursday, the 10th Oct., at 2.30 p.m.

FINANCE COMMITTEE.

A meeting of the Finance Committee was held immediately after the meeting of Council, the Colonial Secretary presiding. It was unanimously agreed that the following votes be recommended for adoption by the Council:—

FIRE DISPATCH BOXES.

A sum of one thousand six hundred and eighty dollars in aid of the Fire, Police and Prison Departments, Fire Brigade, Special Expenditure, Fire Dispatch Boxes.

TYAM TUK WATERWORKS.

A sum of forty thousand two hundred and thirty-two dollars in aid of the vote, Public Works Extraordinary, Water Works, Tyam Tuk scheme, first section.

This was all the business.

CANTON DAY BY DAY.

CEMENT WORKS.

[From Our Own Correspondent.]

Canton, 2nd October, 1907.

A sum of \$130,000 is due to Messrs. Carlisle & Co. here by the Government Cement Factory for a consignment of machinery for that factory. The Shan Hou Chu has petitioned the High Authorities to grant a sum sufficient to make the payment, and the Authorities have accordingly instructed that the amount required should be made up by different Government departments, viz. Shan Hou Chu, Likin office, and the Canton Bureau of Agriculture, Industry and Commerce.

SIR CHENOTUNG.

A telegram has been received by the Canton-Hankow Railway Company from Sir Chengtung Liang Cheng at Shanghai, stating that he had received instructions from the Waiwupai at Peking ordering him to proceed to the Capital to report his arrival from the United States of America, so that he would leave Shanghai for the Capital at the end of his moon.

EDUCATION.

The French Consul at Canton some time ago informed the Canton high authorities that a college was about to be opened in the middle of September at Nanai, and forwarded a code of the regulations of that institution. The Consul stated that if Chinese students are willing to study at that institution, they would be admitted with pleasure. The Provincial Examiner has informed the students in the different schools of the invitation.

GANG ROBBERY.

On the 28th ult. at a o'clock in the afternoon the Hop Shui market in the district of Ko Ming, in the prefecture of Shiu Hing, was attacked by a large gang of robbers numbering several hundreds who were dressed in up-to-date clothes as students and some were under the disguise of Government soldiers. All the shops in the market about 250 in number were ransacked and all the valuables which the robbers could lay their hand on were taken away. During the engagement over ten people were killed by the robbers and several others were wounded. At about 4 o'clock the robbers made off with their spoils together with two men of one of the shops, who were kidnapped. The whereabouts of these two captives are not yet known. The booty carried away is estimated at an enormous amount of money.

SHIPPING AND MAILS.

MAILS FOR.

Indian (Catherine Apsar) 4th inst.
English (Dahli) 3rd inst., 6 a.m.
German (Rosa) 8th inst.
Indian (Poonang) 11th inst.

The C. P. R. Co.'s *Empress of Japan* left Vancouver p.m. 1st inst. for Hongkong via the Port of Call.

The N. Y. K. Co.'s *Wakamatsu Maru*, Bombay Line, left Singapore for this port on 1st inst. and is expected here on 8th inst.

THE OUBIQUE QUESTION.

COMMITTEE'S REPORT.

MORE LATITUDE FOR THE POORER CLASS CHINESE.

The report of the Committee appointed to consider and make suggestions for dealing with the cubicle question, was laid before the Legislative Council this afternoon. The text of the report is as follows:—

Recommendations agreed to by the Committee appointed by His Excellency the Officer Administering the Government to inquire into and report upon the cubicle question generally.

1. Cubicles must be permitted in houses.

2. As regards construction of cubicles, wood, metal or other material approved by the Building Authority should be laid down as the rule, subject to such being painted, white-washed or otherwise kept clean to the satisfaction of the Sanitary Board.

3. As regards dimensions of such, the present limits prescribed by section 154 should be adhered to, with the discretion presently existing and exercised by the Sanitary Board, but without the necessity for the consent of the Governor in Council.

4. The conditions of the construction and maintenance of cubicles in existing houses should be left to the discretion of the Sanitary Board, without reference to the Governor in Council.

In the above connection the Board is recommended to exercise to the full extent its discretion provided for in the proviso to section 154 of the principal ordinance in the direction of permitting as many cubicles as is expedient on all floors including the ground floor after inspection of the premises by competent officers. The number of cubicles allowed on each floor should be painted up conspicuously on such floor.

5. An addition should be made to the law in the shape of a proviso to section 46, viz:—

Any room not containing a cubicle may be inhabited to the extent of one adult person to every 30 square feet of floor space and 350 cubic feet of air space.

Sub-section 153 (6) 3 should be amended to permit the occupation of an accountant's office in a shop by not more than two persons at night.

6. In regard to re-erected houses, cubicles should be allowed in the same manner and to the same extent as in existing houses.

The words "or re-erected" should be struck out of section 153 sub-section (7) and the following added:—

On any site which is now vacant or which is now occupied by domestic buildings of a European type or by any non-domestic building.

This will permit cubicles in re-erected houses of the tenement class, but will prohibit them in new houses on sites hitherto unoccupied by tenement houses of the ordinary Chinese type.

7. The Building Authority should have power by law to require that, in the case of domestic buildings erected on these sites, if intended for Chinese tenements, provision be made for the sub-division of each story above the ground story into rooms of a suitable area, the idea being to limit up to a proper provision of window spaces in such houses either laterally or in such other manner as the architect may be able to devise.

8. No question of compensation arises in connection with any of the foregoing recommendations.

9. Government should undertake the demolition of the upper floors of every third house in blocks of Chinese tenements, repayment of the expenditure incurred being made by the owners of the adjoining houses in respect of the improvements to their property by means of annual instalments extended over a period of years and calculated at such rate of interest as to ultimately recoupe the Government for all its outlay.

The houses left standing will, if paragraph 5 is acted upon, legally house the persons displaced from the buildings so demolished.

Provided that any other scheme recommended by the Sanitary Board may be carried out in lieu of the above.

A. M. THOMSON,

Colonial Treasurer.

W. CHATHAM,

Inspector of Public Works.

EDWARD A. RAM,

FDW RD OSBORNE.

HENRY KESWICK.

HO KAI.

FRANCIS CLARK,

Medical Officer of Health.

WEL YUK.

10th August, 1907.

With regard to paragraph 1 I am unable to agree with the report. My personal experience in carrying out works upon old Chinese buildings leads me to believe that it will be, in a great majority of cases, impracticable for structural reasons—or only at a prohibitive expense of what would amount to re-building.

These costly works, however provided for, must lead to a considerable increase of rentals—up to be paid for the cost of the more elaborate and artistic class—and I am not satisfied that the community, and especially the poorer Chinese section of it, will profit proportionately by this further increase in the cost of living here.

EDWARD A. RAM.

I agree to the recommendations as a means of improving the housing of the working classes, but I do not agree that they, of themselves, are sufficient to eradicate "plague" which in my opinion can only be effected by more frequent and thorough cleansing and by the destruction of rats and vermin.

EDWARD OSBORNE.

I am in accord with Messrs. Ram and Osborne, and agree the recommendation in the hope that it may bring some improvement in the future. I consider however that § 154 of the Public Health and Buildings Ordinance

N. 1 of 1903 (as amended by Ordinances 20 and 23 of 1905) with its proviso would have properly met the case, assuming of course that the Sanitary Department carried out its duties in an intelligent manner.

In the past, however, the Sanitary Board by sticking closely to the letter of the law, and without taking the responsibility of exercising its judgment, has harassed the Chinese into all manner of expedients to obtain a certain amount of privacy and decency for themselves, such expedients being far worse than the evils with which the Ordinance was intended to deal.

In support of my opinion I quote the following official reply dated 15th July, 1907, to my inquiry as to how often the terms of the proviso had been available:—

"The number of cases in which the Sanitary Board have recommended to the Governor in Council modifications of or exemption from the requirements of § 154 of the Public Health and Buildings Ordinance, 1903, is as follows:—

1903.....	4 applications.
1904.....	4 "
1905.....	none.
1906.....	3 "
1907.....	24 "

There are well over 5,000 Chinese tenement houses in which cubicles are used. It would be absurd to suggest that one hard and fast rule could be usefully made applicable to them all; much more so to endeavour to enforce it.

HENRY KESWICK.

Colonial Secretary's Office,

Hongkong, 2d May, 1907.

Sir,—I am directed to invite the attention of the Sanitary Board to the proviso contained in Section 154 of the Public Health and Buildings Ordinance which to judge from representations recently made to Government does not appear to have been availed of by the Board to deal with the cubicle question. I am now to suggest as a practical means for giving as much latitude in the use of the cubicles as is compatible with reasonable sanitary requirements to the poorer classes of Chinese inhabiting tenement houses that the Board by means of some of its officers institute a house to house inspection and decide what number of cubicles might reasonably be allowed to be erected and maintained in each floor, and thereafter make recommendations accordingly for modification or exemption by the Governor in Council.—I am, etc.

A. M. THOMSON,

Colonial Secretary,

The Secretary, Sanitary Board.

THE NEW P. AND O. STEAMERS.

As already announced, the P. and O. Company has arranged for the construction of three new mail steamships of the favourite *Moldavia* class, each of 11,000 tons gross, and a fourth boat, to be known as the *Sultana*, an auxiliary mail steamer of 6,000 tons, intended to run between Bombay and Aden. This means an addition of practically 40,000 tons to the Peninsular and Oriental fleet, and involves a shipbuilding outlay in excess of a million sterling. In part, of course, it is the outcome of the new mail contract with the Imperial Government, which comes into operation in February next. As might be expected, these new P. and O. mail boats will have certain features which indicate the progressive spirit in which they have been conceived. For example, they will each have a divan where first-class passengers of both sexes may meet, and where men will nevertheless be at liberty to indulge in tobacco. This is just one of those little compromises which tend to add to the comfort of life on board ship. Another new feature in the design of these P. and O. mail boats is the provision of 14 additional single berth cabins on the fore part of the hurricane deck, as compared with the similar accommodation on the other vessels of the *Moldavia* class. The new steamers are each to be equipped with a laundry, the existence of which on board ship should permit the voyager to reduce in some degree the quantity of linen included in his baggage.

THE DESTROYERS OF THE CHINA SQUADRON seem to have made good practice with their light quick-firing guns at the recent target practice. It is now pretty certain that the magnificent record of the flagship *King Alfred* will not be broken.

THE MASTER of passenger boat No 964 and a seaman belonging to the steam launch *Shan Lee* were charged at the Police Court, to-day, before Mr. C. A. D. Melbourne, with the larceny of a case of shirting and a case of flags, cargo in transit to Bangkok. Yesterday afternoon the cargo ex s.s. *Takaki Maru* was being discharged into lighters. The accused, it was stated, rowed up alongside one of the lighters and when they thought the coast was clear they transferred the two cases from the lighter to their boat. Then they pushed off. They were seen, however, from a police pinnace, which was passing at the time and a race followed. When the accused saw that the chances of their escape were nil, they dumped the cases overboard. One case was lost, the other was recovered in a very damaged condition. The case was adjudged.

BECAUSE she had had a quarrel with her lover and the chances of the matter being amicably settled remote, a young Chinese woman, residing at 471, Queen's Road West, committed suicide early this morning. What the quarrel between the lovers was about it is impossible to say. For the last two or three days the woman—Chen Ah Mui, about thirty years of age—seemed to be in a most excitable mood. At about ten o'clock last night she retired to her room, and nothing more was heard of her until about one o'clock this morning, when the other inmates of the house were awakened by a noise coming from her room. They went to investigate, and found the unfortunate woman unconscious in her bed. A cup containing a mixture of opium and water on a nearby table told its own story. She was removed to hospital, where she expired some minutes after admission.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

ANTI-CATHOLIC OUBREAK.

CHAPEL DESTROYED BY RIOTERS.

[From Our Own Correspondent.]

Shanghai, 3rd October, 3.40 p.m.

An anti-Catholic outbreak is reported from the north.

The mob destroyed the Catholic chapel at Chinchiatun near Hangchow.

SHIPPING DISASTER.

JAPANESE STEAMER BURNED.

[From Our Own Correspondent.]

Shanghai, 3rd October, 3.40 p.m.

The Japanese steamer *Nayuta Maru* No. 14 was burnt out at Chefoo.

[Reuter's.]

The Balloon Competition in France.

London, 1st October.

Paris wires that all the balloons are safe.

The Kaiser's Visit to England.

Prince Buelow will probably accompany the Kaiser to England.

Japanese Immigration to Canada.

It is reported in Ottawa that Minister Cartwright has been appointed Commissioner to arrange a scheme with the Japanese authorities for a limited immigration of Japanese to Canada.

Later.

The Revenue of Great Britain.

The revenue for the first half of the financial year was £64,011,302; an increase of £883,490.

The Commonwealth of Australia.

A telegram from Sydney states that the Hon. J. H. Carruthers has been suddenly seized with illness and resigned the premiership of New South Wales.

The Hon. C. G. Wade has reconstructed the Cabinet.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

TOBACCO TRADE EXHIBITION.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

Sir,—A correspondence has appeared in several London newspapers expressing regret that Colonial grown leaf tobacco was not more in evidence at the Tobacco Exhibition held at the Royal Horticultural Hall, Westminster, last April. It is true that the Government of British Columbia had an important Exhibit which excited much interest, but apart from this there was very little Colonial tobacco shown.

The Management of the Tobacco International Exhibition have decided, in view of the obvious interest of the public and the trade in tobacco which it is thought might be grown more extensively in several British Colonies, and in view of the higher prices which have been demanded for the tobaccos coming from the American Continent which largely supply this market, to encourage at the Exhibition to be held towards the end of March, 1908, the display of Colonial leaf tobacco.

With this object in view a few simple conditions have been drawn up, under which samples of Colonial tobacco weighing about 4 lbs. each will be received and properly described and shown at the Exhibition without any charge whatever to the grower. In enclosing these conditions for your personal management respectfully ask for your kind co-operation in order that the scheme may be brought to the full notice of the tobacco growers in the Colony which you so adequately represent.

This is absolutely the first time in which organised arrangements have been made to show in London, side by side, the tobaccos produced by our British Colonies, and it is hoped and believed it may lead to what are now comparatively unknown tobaccos finding an advantageous outlet in the London market.

The samples will have the great advantage of the careful examination of a committee of experts who are leading London tobacco leaf merchants and manufacturers competent to recognise not only the individual merit of the respective samples, but to also point out in what respect a particular sample is defective and to suggest improvements.—Yours truly,

E. S. GATON.

London, 3rd September, 1907.

POLICEMAN MUNDAY, of the Water Police Station, boarded fishing boat No 7055 as she was about to leave the port yesterday and found six old rifles hidden away in the hold. The master—Chan Chi Kwo—was arrested on a charge of carrying arms without a permit. He told Mr. Hazell, at the Police Court, this morning, that he had borrowed the rifles from a friend. The Court made an order confiscating the arms.

"OLD GLORY."

HOW THE KATIPUNAN FLAG WAS SUPPRESSED.

One of the disturbing elements in the otherwise peaceful life of the patriotic American who has settled down to a life of ease and comfort in Manila has been the impudence of the native Filipinos in "flaunting" in the very faces of the American population that widely known and best recognized symbol of insurrection—the Katipunan banner. Although the true and high-spirited Americans planted the Stars and Stripes on every projection, and used the flag in place of tapestries, and flung it to the winds with such lavish profusion that even the sun was robbed of its glory, they could not obscure the wretched Katipunan flag, which would persist in raising its ignominious head on the very Lungia itself. Such an unnatural state of affairs—and "unnatural" is the word used by the Americans themselves—could not be tolerated, and in August last a mass meeting of Americans was held in Manila to protest against the insults offered to the flag—that is to say Old Glory—and through resolutions to be adopted to ask the Philippine Commission to take the necessary steps to prevent and to punish further indignities to the national emblem, and to punish the authors of seditious utterances against the United States Government. Never was there such an enthusiastic meeting, never did such crowds assemble with one common object in Manila, and never, or hardly ever, did the men spars make such a splash with their handkerchiefs and flamboyant rhetoric. The Government passed a Flag Law and a Sedition Law and so everybody was satisfied and the good American may now close his eyes in sleep knowing that the gentle zephyrs are playing fondly with the folds of Old Glory while he passes into dreamland. In order that this movement on the part of the patriots may not be forgotten, Mr. Robert B. Wescott has collected a variety of editorials which appeared in the Manila Press before the Katipunan flag was suppressed, and with a full report of the proceedings at the monster gathering in the Grand Opera House, not to speak of 18 verses referring to the "Red, White and Blue," and copies of the Sedition and Flag Laws, he has compiled a volume which no devout American can afford to miss. If "The Exaltation of the Flag" is absent from his library, it will not be sufficient for him to say that he has lent it to a friend, or that the cook is busy learning it by heart, and he doesn't want to trouble him or her. No; the real patriot will buy half a dozen "Exaltations" on the same principle as the Buddhist piles up a magnificent assortment of incense. Of course, we fully sympathize with the American in his desire to maintain the glory of his flag especially when he finds it the subject of insult by a band of half-civilized barbarians. But unfortunately there are others who sully the flag and tarnish its reputation far more than the insurgents or whatever their specific title may be. Throughout the East, for we assume that the same thing applies to Manila, there is not a holed of vice, den of iniquity or house of assignation which does not at some time or another bedeck itself with the American flag. Let it be but known that there is an American troopship or man-of-war in the harbour and all the deported natives of Cairo and Constantinople, the scum of Polish Jewry and the backwash of Hungary's licentiousness make a dive for the Stars and Stripes, smother the doorway with its folds and forthwith proclaim themselves naturalized Americans. At the same time the liquor behind the counter are being specially concocted for the expected invasion, and the conquest of the Americans is as certain as the death of Queen Anne. So much for the East. In America one would often wish to get away from the Stars and Stripes, if only that a great and honourable emblem should not become too cheap. How the sensitive and neurotic American manages to escape the nightmare of a fluttering earth it is impossible for the stranger to imagine. One might travel all over Britain without ever seeing the Union Jack, or the Lion Rampant or the Harp, unless there was a tremendous something in progress; but so in America, which shows how tastes differ. But returning to the Exaltation of the Flag, now that the patriots have succeeded in suppressing the Katipunan emblem and have a Flag Law in force why should they not combine to prevent the use of the flag by notorious hucksters and swindlers; why should the flag protect vice or give a semblance of protection to the low dives which are to be found everywhere in this part of the world? It should be easy to discover by whom the flag is used as a bait and by whom it is uplifted as a matter of sheer national pride. "The Exaltation of the Flag" is a neat, handy volume, which shows how a few Americans triumphed over those who would insult their flag; and as it only costs one dollar in U.S. currency, it should certainly be in the hands of every loyalist who has paid a visit to the Philippines. The publishers are Messrs. John R. Edgar and Co., Manila, but the book may be had from Kelly and Walsh, Hongkong.

A HOME paper says that the largest motor yet shipped to China, destined for a boat built at Hongkong, has just left the works of the Atlas Craig Motor Company, at Chiswick. The motor is of the diagonal type with 11 cylinders, and weighs but 1,000 lbs. The company has sent out the whole of the machinery equipment, including reversing gear, shafting, propeller and tanks, together with all fittings for installation in the hull. Magneto as well as coil and accumulator ignition is fitted. The exhaust system is noteworthy, for all the cylinders exhaust into a long iron tube 6 in. in diameter placed between the two rows of cylinders, and from this tube the gases pass into two funnel-shaped silencers. Along the centre of the iron tube runs a perforated pipe spraying fine jets of water, which are instantly converted into steam, thus effectively cooling and silencing the exhaust.

To-day's Advertisements.

HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED, will be held at Messrs. Jardine, Matheson & Co.'s Office, King's Building, Connaught Road, Hongkong, on WEDNESDAY, the 9th October, 1907, at 12.30 P.M., when the subject of a resolution which was passed at the Extraordinary General Meeting of the Company held on the 16th day of September, 1907, will be submitted for confirmation as special resolutions:—

- 1.—That the capital of the Company be increased from \$2,000,000 to \$3,000,000 by the creation of 20,000 new shares of \$50 each.
- 2.—That such new shares be issued at par and be offered to those persons who are registered as shareholders of the Company on 1st December, 1907, in the proportion of one new share for every complete two shares held by them on 1st December, 1907.
- 3.—That the amount due for the new shares shall be called up on 31st December, 1907.

Dated the 19th September, 1907.
By Order of the Board,
EDWARD OSBORNE,
Secretary.

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NOTICE.

HAVING RESIGNED my appointment as COMPTROLLER of the "SOUTH CHINA MORNING POST, LTD." of Hongkong, my journalistic duties in connection with that paper have CEASED.
H. H. KENNEDY, 3rd October, 1907. 892

NOTICE TO CONSIGNEES.

FROM SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship

"GREGORY APCAR."

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., LIMITED,
Agents.
Hongkong, 3rd October, 1907. 890

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE STEAMSHIP "ST. GEORGE."

FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the Wharves, delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned, on or before the 20th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LIMITED,
Agents.
Hongkong, 3rd October, 1907. 891

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"DELHI."

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, marked by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex S.S. *Albatross*.

From Calcutta, ex S.S. *Bum* (tr).

From Persian Gulf, ex B.I.S.N. and P. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 9th instant, 4 P.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 3rd October, 1907. 893

A SPECIAL SALE

will be held at

THE ITALIAN CONVENT

on behalf of the

POOR ORPHANS,

on the 10th, 11th, 12th instant, at 2.30 P.M.

OF Ladies' and Children's Underclothing, Dresses and other useful and Embroidered Articles, suitable for Birthday Presents, &c.

The Superintendents hope to receive and merit a large share of the public patronage.

ITALIAN CONVENT,
28, Cause Road.
Hongkong, 3rd October, 1907. 889

Intimations

THE

ROBINSON PIANO

CO., LD.

INVITE INSPECTION OF THEIR

BABY GRANDS

BY

STEINWAY,

HAAKE,

WINKELMANN,

&c., &c., &c.

Prices from \$750.

Hongkong, 22nd August, 1907. 132

THE ORIGINAL

CANADIAN

CLUB

WHISKY.

1901

Canadian Club Whisky

Whisky

Whisky

Whisky

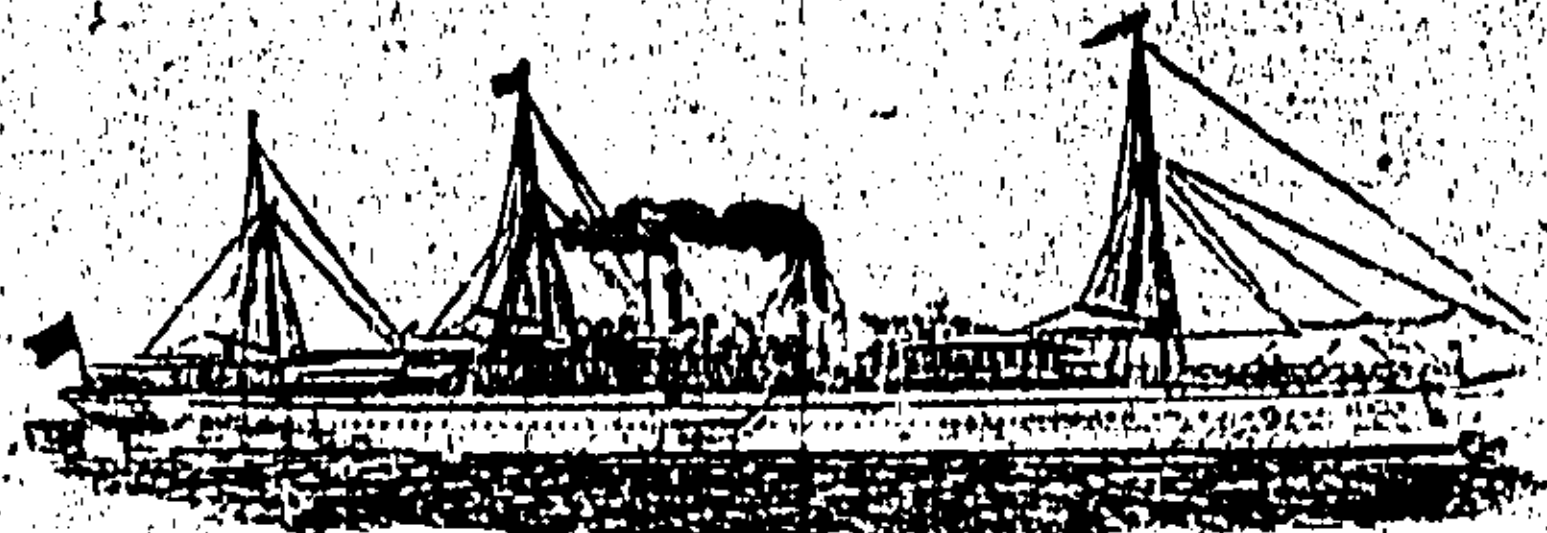
Whisky

Whisky

Whisky

Whisky

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days Ocean Travel.
11 Days YOKOHAMA TO VANCOUVER. 18 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS.

(Subject to Alteration).

N.M.S.	Tons	Leave Hongkong	Arrive Vancouver
"EMPEROR OF INDIA"	6,000	THURSDAY, Oct. 24th	Nov. 11th
"MONTEAGLE"	6,163	WEDNESDAY, Nov. 6th	Nov. 30th
"EMPEROR OF JAPAN"	6,000	THURSDAY, Nov. 13th	Dec. 6th
"KEMPES OF CHINA"	6,000	THURSDAY, Dec. 13th	Jan. 6th
"EMPEROR OF INDIA"	6,000	THURSDAY, Jan. 16th	Feb. 3rd

"EMPEROR" steamers will depart from Hongkong at 4 P.M.
Intermediate steamers at 12 Noon.

The Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., and at QUEBEC, with the Company's New Mail "EMPEROR" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class via St. Lawrence River Line or New York £71.10.
Hongkong to London, Intermediate on
Steamers, and 1st Class on Railways, via St. Lawrence £40. Via New York £42.
First-class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.

R.M.S. "MONTEAGLE" carries "Intermediate" passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Government.
For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to
Hankong, 26th September, 1907. D. W. GRADDOCK, General Traffic Agent for China
Corner Padder Street and Praya.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
SGAPORE, PENANG & CALCUTTA	KUTSANG	SATURDAY, 19th Oct., Noon.
MANILA	YUENSANG	FRIDAY, 4th Oct., 4 P.M.
MANILA	LOONGSANG	FRIDAY, 11th Oct., 4 P.M.
SHANGHAI	CHUNGSANG	FRIDAY, 4th Oct., 4 P.M.
SHANGHAI VIA NINGPO	KWONGSANG	SATURDAY, 5th Oct., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE	YKSANG	TUESDAY, 8th Oct., 4 P.M.
TIENSIN	CHONGSANG	TUESDAY, 15th Oct., 4 P.M.
	CHONGSANG	SATURDAY, 12th Oct., Noon.

REDUCED FARES TO STRAITS & CALCUTTA.

Hongkong to Singapore 1st Class	Single	Return
	\$ 65	\$ 100
Penang	85	130
Calcutta	165	250

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.
† Taking Cargo on through Bills of Lading to Cheloo, Tientsin, Newchwang and Yangtze Port.
For Freight or Passage, apply to

JARDINE, MATHESON & CO., LD.,

General Managers.

Hongkong, 2nd October, 1907.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI DIRECT	"KUKIANG"	4th Oct., Noon.
HONGKONG AND HAIPHONG	"HUPH"	8th " daylight.
MANILA	"TAMING"	8th " 4 P.M.
CEBU AND ILOILO	"SUNGKANG"	10th " "
MANILA, ZAMBOANGA & COLONIES	"CHANGSHA"	10th " "
YOKOHAMA & KOBE	"CHINGTU"	10th " "
SWATOW & SHANGHAI	"SHAOHSING"	11th " "
SWATOW & SHANGHAI	"YOHUW"	16th " "
CHEFOO & NEWCHANG	"KWANGYANG"	18th " "
CHEFOO & TIENSIN	"KUEIHOW"	21st " "

The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
† Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 3rd October, 1907.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
ZAFIRO	3540	Fraser	MANILA	SATURDAY, 5th Oct., 1907.
KUN	3540	Almond		SATURDAY, 12th Oct., 1907.

For Freight or Passage, apply to

SHEWAN TOMES & CO.,

GENERAL MANAGERS.

Hongkong, 30th September, 1907.

HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast).

Steamship	To sail
"OCEAN MONARCH"	On the 2nd November, 1907.

For Freight and further information, apply to

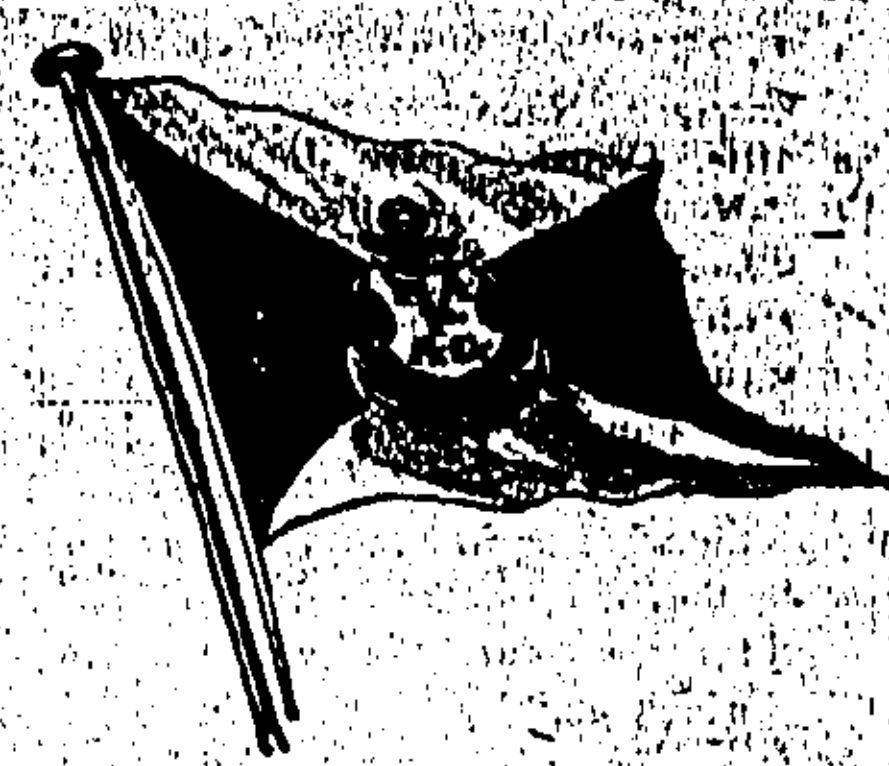
SHEWAN, TOMES & CO.,

General Agents.

Hongkong, 15th September, 1907.

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.



189 Ocean Steamers

with

912,000

Br. Reg. Tons.

PASSENGER SERVICE.

RHENANIA—HAMBURG—HOHENSTAUFEN—SILESIA—SCANDIA.

HIGHEST COMFORT, ONLY
LOWER BERTHS.

Laundry on board; Doctor, Stewardesses carried.

Ports of call: NAPLES, PLYMOUTH, HAVRE, HAMBURG.
NEXT SAILINGS FROM HONGKONG.

Outward.

SILESIA 2nd Nov.
Hongkong, 26th September, 1907.

Homeward.

HOHENSTAUFEN 30th Oct.
SILESIA 11th Dec.REGULAR STEAMSHIP SERVICE
TO NEW YORK.via PORTS AND SUEZ CANAL.
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.
S.S. "SIKH" 5th Oct.
FOR BOSTON AND NEW YORK.
S.S. "MUNCASTER CASTLE" 26th Oct.

* This steamer has excellent Saloon Accommodation for First-class Passengers at moderate rates.
For Freight and further information, apply to
DODWELL & CO., LIMITED,
Agents.

Hongkong, 27th September, 1907.

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TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE

BETWEEN

HONGKONG—CALLAO

AND

IQUIQUE via JAPAN PORTS

(KARATSU, KOBE AND YOKOHAMA).

With option to call at MEXICAN and other Coast ports.

Steamers [Capt. Tons To sail]

KASATO MARU, D. Mori, 5,100 { THURSDAY, Oct. 10; Noon

KATHERINE PARK, 5,000 { About End of Nov.

Taking Freight and Passengers to other Eastern and Western Coast ports of South America in connection with Steamers of the Pacific S. N. Co.

For further information as to Freight and Passage, apply to

K. MATSUDA,

Manager,

Yok Building,

Hongkong, 30th September, 1907.

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EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,

(Calling at Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE"

Captain Helms, will be despatched as above, on SATURDAY, the 26th inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B. To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,

Agents,

Hongkong, 1st October, 1907.

[18]

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. H. W. WALKER.

"KWONG SAI" Capt. E. S. CROWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These Fine New Steamers have unexcelled accommodation for First Class Passengers and are fitted throughout by Electricity. Electric Fans in First Class Cabins.

Passage, Fare—Single Journey \$4

Meals \$1.25 each

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD.,

and

SHIU ON S.S. CO., LD.,

No. 8, Queen's Road West.

Hongkong, 2nd July, 1907.

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NORTHERN PACIFIC LINE.
BOSTON STEAMSHIP COMPANY.Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA.

via

MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing
Shawmut	6,235	W. Shotton	15th Oct.
Shawmut	6,235	D. Baird	15th Oct.
Shawmut	6,235	E. V. Roberts	5th Nov.

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. *Shawmut* and *Tremont* are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam-laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL & CO., LIMITED,

General Agents.

Queen's Buildings,

Hongkong, 20th September 1907.

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Intimations.

F. BLACKHEAD & CO.,

SHIP-OHANDLERS, SAILMAKERS

COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS

AND GENERAL COMMISSION AGENTS.

GROUND FLOOR,

ST. GEORGE'S BUILDING,

HONGKONG,

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTIEN'S GENUINE

COMPOSITION REI HAND

BRAND, HARTMANN'S GREY PAINT,

DAIMLER'S PATENT MOTOR

LAUNCHES,

&c., &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

and

P. & O. SPECIAL LIQUOR SOOTCH

WHISKY, &c.

EVERY KIND OF

SHIP'S STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 7th March, 1907.

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A WONDERFUL DISCOVERY.

This is the age of research and experiment, when all nature is to be explored, and the secrets of the universe are to be revealed. Science has indeed made great strides during the past century, and among them—by no means least important—discoveries in medicine come that of

THERAPION

This preparation is unquestionably one of the most genuine and reliable Patent Medicines ever introduced, and has, we understand, been used in the Continental Hospitals by Alcock, Kossan, Jobert, Volpene, Malinowski, the well-known Chinese, and indeed by all who are regarded as authorities in such matters, including the celebrated Lallemand, and Koss, by whom it was some time since uniformly adopted, and that it is worthy the attention of those who require such a remedy we think there is no doubt. From the time of Aristotle down to the present day, the treatment of these diseases has been the object of search of some hopeful, generous mind, and beyond the mere power of such could ever have been discovered—of transmuting the base metal into gold is surely the discovery of a remedy to relieve the suffering, and in the other so effectively, speedily and easily to cure from the pains without the aid, or even the knowledge, of a second party, the powers of a medicine to relieve the sufferer from his pains, to leave no trace of its use behind, such is

THE NEW FRENCH REMEDY

which may certainly rank with, if not take place of, many of the remedies of our day, about which so little estimate and some have been made, and the extensive and ever-increasing demand that has been created for this medicine, which is so effective, and so easily and so quickly to cure from the pains without the aid, or even the knowledge, of a second party, the powers of a medicine to relieve the sufferer from his pains, to leave no trace of its use behind, such is

THERAPION

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WEATHER FORECASTS AND
STORM WARNINGS ISSUED
FROM THE HONGKONG
OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here.

Signal No.

1. A CONE

point upwards

indicates a Typhoon to the North of the Colony.

2. A CONE

point upwards and UM

indicates a Typhoon to the North-East of the Colony.

3. A DRUM

indicates a Typhoon to the East of the Colony.

4. A CONE

point downwards and DRUM below

indicates a Typhoon to the South-East of the Colony.

5. A CONE

point downwards

indicates a Typhoon to the South of the Colony.

6. A CONE

point downwards and BALL below

indicates a Typhoon to the South-West of the Colony.

7. A BALL

indicates a Typhoon to the West of the Colony.

8. A CONE

point upwards and BALL below

indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. T

CONNOR, JAMES

Kinchela, Mrs.
Knight, Dr. R.

Butler, L. R.
 Blackmore, F. W. G.
 Black, Mr. and Mrs.
 Olmstead, Mr. and
 Mrs. and child
 Ardette, Benj.
 Bush, J.
 Davidson, Dr. Geo. P.
 A. Hokler, A.
 Metrich, Mr. and Mrs.
 and child
 Meist, Mrs. M.
 C. C. Raser, J.
 Eagle, Dr. C. H.
 Law, E. W.
 Ebert, C.
 Eickman, William
 E. Ebrand, M.
 E. John G.
 E. Ebrand, H.

Lawrence, F.
 Lawson, J. J.
 Lewis, Jas. C.
 Lewis, E. T.
 Easish, Mrs. M.
 Paterson, J. B.
 Pearson, W. W.
 Phillips, Mr. and Mrs.
 J. J.
 Schilling, Mr. and Mrs.
 C. E.
 Smith, E. E.
 Souza, Dr. E. L.
 Stein, Mr. and Mrs.
 and child
 Tamer, Geo. E.
 Thomas, Mr. and Mrs.
 J. and son
 Wong Hung Kaval
 Young, J. D.

PRICK.
 Hell, P.
 Hill, E. E.
 Hockaday, W. T.
 Juul, Mrs.
 Kent, E. A. Col.
 Lee, Vaughan
 Martin, R.
 Marshall, Mr.
 Mast, E.

W. Rags, Moss, D. K.
Osborne, Mr. and

Ellis, Mr. & Mrs. Ellis, Mr. & Mrs. S. H. Fischer, R. Fischer, Mr. Fischer, Mr. Fremantle, Lt. Comdr. Gale, Mr. Gucha, Mr. Gidibrathie, Mr. Hale, Major Hesthouse, Mr. Gibson, Mr. Hiegg, Mr. Hancock, Mr. Harding, Mr. and Mrs. Hazeland, F. A.	Perkins, Mr. and Mrs. J. L. Reid, Lieut.-Col. Reigner, F. von Risland, H. Ross, Major R. J. Sayer, Col. Sayen, C. W. Sinclair, A. Smith, A. Findlay Stellim, Mr. and Mrs. Synnot, Capt. A. Hart. Watkins, Mr. and Mrs. Wilder, A. P. Wilson, Dr. & Mrs. N.
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KOWLOON.

Ashburn, F. Baring, Reginald Birchchison, Mrs. Cowbain, W.	Richardson, Mr. & Mrs. H. T. and children Steffens, J. C.
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	Oct. 2 at 10 A.M.	Oct. 2 at 4 P.M.
Ba.ometer.....	30.06	29.96
Temperature.....	80	82
Humidity.....	72	66
Windfall.....	0.08	

STATION.

CAPTAIN.	LAST REPORTED AT
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Hongkong
Port Hamill

der W. L. Bamber ...	Hongkong
L. Majendie	Shanghai
	Hongkong
D. S. Raikes	Mirs Bay
der A. L. Gresson ...	Hongkong
Nugent	Mirs Bay
der W. H. Darwall ...	Hongkong
der Dickens	Hongkong

... ..	Hongkong
... ..	Hongkong

der Percy Crabtree...	Yangtze
H. Walter ... 012	Kudat
... 012	Samsah Inlet
der Robert E. Vaughan...	Hongkong
der J. Kiddie ... 011	Hongkong
der Q. C. Walcott...	West River
der H. R. Tickell ... 011	West River
der S. H. Tenneyson ... 011	Yangtze
... 011	Hongkong
H. S. Stokes ... 011	Hongkong
der H. R. Godfrey ... 011	Yangtze
der E. M. R. West ... 011	Shanghai
der Stevenson ... 011	Hongkong
W. Glennie ... 011	Swatow

er-Simson	Yangtze
1 04 00	Yangtze

<p>1. <i>Chlorophyll a</i> (mg/g dry weight)</p> <p>2. <i>Chlorophyll b</i> (mg/g dry weight)</p> <p>3. <i>Chlorophyll a + b</i> (mg/g dry weight)</p> <p>4. <i>Chlorophyll a/b ratio</i></p> <p>5. <i>Chlorophyll content index</i></p>	<p>6. <i>Carotenoid content</i> (mg/g dry weight)</p> <p>7. <i>Carotenoid content index</i></p> <p>8. <i>Carotenoid content index</i></p> <p>9. <i>Carotenoid content index</i></p> <p>10. <i>Carotenoid content index</i></p>
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1990

[illegible]

Y'se Kiang	Y'se Kiang	Y'se Kiang	Y'se Kiang
Kobe	Kobe	Kobe	Kobe

000	000	000	000	Salgon
000	000	000	000	Haplong
000	000	000	000	Salgon
000	000	000	000	Salgon
000	000	000	000	Salgon
000	000	000	000	Vise-king (Thing)
000	000	000	000	Tongku
000	000	000	000	Hongay
000	000	000	000	Salgon
000	000	000	000	Salgon
000	000	000	000	Salgon

00 000 000 — **Hongay**
 00 000 000 — **Cap Saint.**

[illegible]

000	000
010	000
020	000
030	Haiphong
040	000

...and the

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